

BC Transit
ANNUAL REPORT
1999/2000

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His Honour,

The Honourable Garde B. Gardom
Lieutenant-Governor of the
Province of British Columbia

MAY IT PLEASE YOUR HONOUR,

I respectfully submit the
Annual Report of BC Transit for the
fiscal year ended March 31, 2000.

GRAEME BOWBRICK
MINISTER OF ADVANCED EDUCATION,
TRAINING AND TECHNOLOGY
MINISTER RESPONSIBLE FOR YOUTH
MINISTER RESPONSIBLE FOR BC TRANSIT



Graeme Bowbrick

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Corporate Profile

BC Transit is the provincial Crown corporation charged with providing public transportation throughout the province outside of Greater Vancouver. The corporation's mandate, as set out in the BC Transit Act, is:

to plan, acquire, construct or cause to be constructed public passenger transportation systems and rail systems that support regional growth strategies, official community plans, and the economic development of transit service areas.

With responsibility for public transportation in the Lower Mainland transferred to the Greater Vancouver Transportation Authority, BC Transit's Victoria and Municipal Systems Division has assumed responsibility as head office for the Crown corporation. In addition to managing and operating the Victoria Regional Transit System, BC Transit plans, funds, manages, markets, and contracts for transit systems in 50 British Columbia municipalities. In total, BC Transit serves some 1.6 million people, providing more than 31.9 million trips annually.

Governance

The corporation is governed by a seven-member Board of Directors which is appointed by the province according to criteria specified in the BC Transit Act. The act requires four of the board members to be municipally-elected representatives. The chair of the Board of Directors reports to a provincial cabinet minister.

The Victoria Regional Transit Commission consists of a minimum of seven members, five locally elected mayors and two councillors, who are appointed according to the Act. The Commission sets routes, service levels, fares, and local taxes for transit purposes. It reviews and is responsible for raising the local share of the annual cost of transit in the region. Its monthly meetings are open to the public.

For the Municipal Systems, service plans and budgets are approved each year in open sessions by municipal councils or regional district boards, who also set fares and raise the municipal share of transit costs. The BC Transit board approves Municipal Systems operating and capital budgets, operating company selection and annual operating agreements, and designates transit service areas.



1999/2000
Board of Directors

, chair

With the transfer of responsibility for transit service in the Lower Mainland to the Greater Vancouver Transportation Authority on April 1, 1999, corporate functions for BC Transit were moved to Victoria and a new Board of Directors was appointed to lead BC Transit into the 21st century.

(to November 1999)

The staff in Victoria successfully met the significant challenge of establishing the new functions, while continuing to deliver excellent public transit service and oversee contract operations in Victoria and fifty other communities throughout British Columbia. The new Board of Directors was also successful in coming together to provide immediate guidance and ensure a seamless transfer of responsibilities, as well as assist me in the search for and selection of a new president and CEO. Bob Irwin joined the organization in this capacity mid-year and has quickly put his considerable leadership abilities and experience in the transit industry to work in forming a new executive team to manage and direct the affairs of the corporation.

The Board took a strong position in supporting the efforts of the Federation of Canadian Municipalities and the Canadian Urban Transit Association to secure significant federal funding for transit as part of the new Federal Infrastructure Program. The Board also sought the support of every MP and Senator from BC to develop a more equitable tax policy for urban transportation by providing a tax exemption for bus passes purchased through an employer payroll. The federal budget includes funding for projects which support a healthier environment, including transit infrastructure.

In a year of considerable change and new beginnings, I have been honoured to work with a highly professional staff committed to service excellence and an enthusiastic and dedicated Board of Directors.

GEORGE A. CHEN

A handwritten signature in black ink, appearing to read "George A. Chen".

Message from the President and CEO

The year ending March 2000 was one of major transition and growth for BC Transit. Following the establishment of the GVTA and transfer of the Greater Vancouver operations to that newly created transportation authority, the steps to set up the new head office and corporation functions in Victoria began in earnest. Upon arriving at BC Transit in September 1999, my first task was to establish a new organizational structure and put the senior management team into place to take on the newly acquired functions and set the direction for growth in service and operations. The management team has come together quickly and the results for the year, in terms of budget control, ridership, development of new markets and the implementation of new services, is most gratifying. Service expansion included new routes and increased commuter service in Victoria and the implementation of new or expanded service in more than a dozen municipal systems.

This year saw the largest change of fleet with the introduction of 51 new "Dart" 30 foot low floor buses in 16 municipal systems. These new vehicles meant the introduction of accessible conventional service in several communities. Subsequent other fleet changes followed, leading to the retirement of the oldest vehicles in service.

New plans were developed during the year to guide further expansion in the Municipal Systems program and work began on the development of a new, multi-year, service and financial plan for the Victoria Regional Transit System.

Following extensive consultation with all employee groups and unions representing staff within BC Transit, a new code of conduct was established for all employees to ensure a safe and respectful workplace. A locally based payroll system was implemented in January 2000 and upgrades in a number of information and support systems were also completed.

BC Transit continued to work with municipal partners throughout the province on a number of regional and local community planning initiatives, supporting the development of improved transportation systems and increasing environmental protection.

I wish to thank all employees for their dedication and acknowledge this hard work in the excellent performance results and the achievement of other corporate mandate and goals and objectives in 1999/2000.

R.H. IRWIN



Victoria Regional Transit System



Introduction of U-PASS at University of Victoria and Camosun College

The most significant change in Victoria's transit environment was the introduction of the U-PASS at the University of Victoria and Camosun College. In March 1999, students voted to pay a mandatory fee toward transit so that all students could enjoy the convenience of transit during their study terms and at the same time help cut down on automobile congestion, parking demand and other environmental impacts at the campuses.

On August 23, more than 21,000 students were able to use their semester bus passes, and in September more bus service was provided to all campuses.

In January 2000, a new transit route connecting both Camosun campuses was introduced.

Transit ridership is up on all routes heading to UVic and Camosun, and preliminary studies show bus occupancy for arrival at the University increased approximately 25 per cent.



UNIVERSITY OF VICTORIA STUDENTS CHOOSE THE U-PASS



Introduction of Finlayson Crosstown Route

In January, a new crosstown bus route, the #8 Finlayson, was introduced, running from south Oak Bay to Camosun's Interurban campus. The route goes through three municipalities and includes three large malls, the two Camosun campuses, Royal Jubilee Hospital, and Oak Bay Village. The Victoria Regional Transit

8 FINLAYSON Commission held public meetings and information sessions over the course of a year before the route design was finalized.

Increased Use of Langford Transit Centre

Activity increased at Langford Transit Centre (LTC), with approximately 30 buses operating daily from this site. Buses are fueled and cleaned and fareboxes cleared at the centre but the site continued to operate as a satellite with no administration staff regularly assigned to work there. Facilities include a number of improvements which reduce environmental impact including treatment of water from site runoff and state-of-the-art light and heating systems. Increased fleet and additional functions will be added as service levels in the region expand over the next several years.

Increased Commitment to Customer Service

BC Transit has implemented a database to track feedback from operators in Victoria. Customer feedback is an essential element in designing transit services, and much of the feedback from customers comes in the form of remarks to transit operators, who in turn provide input to operations supervisors. The database means that all input from customers and operators is recorded, and planning, scheduling and other issues are addressed as soon as possible.

Code of Conduct for Respect in the Workplace

A group of BC Transit employees, representing various departments and job classifications, completed the development of a Code of Conduct to define what is meant by respect in the workplace.

"We, as BC Transit employees, are committed to creating and maintaining a respectful workplace whereby personal conflict is resolved. The Code of Conduct sets the standard of behaviour expected of all employees, regardless of their position or title, and provides the necessary guidance to assist employees in being respectful of, and responsive to, the needs of each other."

A process for resolving conflict was also established as part of this cooperative effort.

Ticket Assistance Program Increased

A total of 10,000 bus tickets were distributed through the Ticket Assistance Program in 1999/2000. The program, started by the Victoria Regional Transit Commission in 1997, in partnership with the Victoria Community Social Planning Council, provides free tickets to agencies whose clients are individuals with low income. In March, 2000, at the request of the Council, the Commission agreed to increase the donation of free tickets to 15,000 for the year 2000/2001. The agencies involved in the program must purchase at the regular price at least as many tickets for their clients as they receive for free.

Accessible Services

handyDART service was expanded during the year with four more vans and a 7% increase in service hours, there was also an increase in the TaxiSaver program, allowing clients to purchase \$60 worth of coupons for \$30 every two months instead of every three, re-instituting the program to the level funded prior to 1998.

Municipal Systems

New Transit System

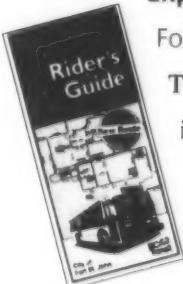
Agassiz-Harrison

The new Agassiz-Harrison Transit System began operations May 3, 1999, running between Harrison Hot Springs and downtown Chilliwack and serving the Agassiz, Popkum and Rosedale areas.

Service is provided by a minibus with seating for 22 passengers, including two wheelchair spaces. A limited schedule is operated Monday to Saturday, year round with extra summer service to Harrison Lake. For residents eligible for handyDART, door-to-door service is available in defined areas, as well as the availability of the Taxi Saver program for local trips.

Expansion of Services

Fort St. John Conventional System



The one-bus expansion in Fort St. John, implemented September 1, 1999, increased the number of routes and provided service to the newly developed residential areas. The focus of the system on commuters was maintained with schedules adjusted to suit the key student market.

Fort St. John Paratransit

The Fort St. John expansion on January 4, 2000 added a second van in-service for added service Monday to Friday. This enabled the system to accommodate all requests for travel during peak demand times, providing service to client groups at seniors-oriented facilities.

Nelson-Slocan Valley Paratransit

The Nelson-Slocan Valley expansion September 1, 1999 involved extending service on Hwy. 6 beyond Playmor Junction to Crescent City, Slocan Park, Passmore, Winlaw and Appledale. Basic service is provided Monday to Saturday, for 4,500 residents in the area. The service includes door-to-door bookings for persons with a disability. On January 4, 2000, Nelson-Slocan Valley Paratransit added a second minibus to provide more service Monday to Friday. This allowed the system to accommodate all passengers during peak demand times, including commuters who reside in the Slocan Valley and work in Nelson.

Kelowna Regional Transit

Kelowna Regional Transit's September 7, 1999 expansion provided one additional bus and 1200 extra service hours per year to meet growing market demand from elementary and secondary students, partly due to changing School District policies regarding courtesy riders. The extra service also provided improved schedule maintenance during weekday peak hours when traffic congestion and passenger loads are heaviest. Other markets served by improved peak hour capacity include commuters and Okanagan University College students.

Whistler Transit

In the Resort Municipality of Whistler, the November 11, 1999 expansion, using 3 additional buses, provided for more frequent peak-hour and evening service during winter ski season and more frequent service during shoulder and summer months. Highlights included daytime Village Shuttle service every seven minutes during the daytime in the peak winter season and the introduction of a new "Creekside Express" route.

Campbell River Transit

A third custom transit vehicle was added to the Campbell River Transit System October 18, 1999 to provide additional service weekdays. Saturday transit service was also introduced. This expansion provides service to the Homalco Indian Reserve as well as increased handyDART service.

Year in **Review**

BC TRANSIT PROVIDES THREE TYPES OF SERVICE:

Conventional bus services operate with fixed routes and fixed schedules.

Custom Transit includes handyDART, the convenient door-to-door transit for registered persons who are unable to access the conventional bus service because of a disability and the Taxi Saver program, which provides registered handyDART clients with a 50 per cent subsidy toward the cost of taxi rides for service outside of handyDART hours or when the handyDART van is overbooked up to a maximum dollar amount per client per month.

Paratransit is an accessible community transportation service, for rural and smaller communities, that combines fixed route service with custom, door-to-door service for handyDART eligible clients.

Service Adjustments

Ongoing evaluation of service performance resulted in some selected reduction or re-allocations of service. In 1999/2000, there were small service reductions in the Comox Valley, the Nanaimo Region and Powell River Conventional Transit Systems.

Feasibility Study and Transit Plans



Pemberton Feasibility Study

BC Transit conducted a transit feasibility study for the Squamish-Lillooet Regional District to look at the possibility of transit service for the Village of Pemberton, Electoral Area C of the Regional District, and the Mount Currie Indian Band lands.

The study concluded that a van could be utilized to provide service along the Pemberton Valley-Whistler corridor, as well as limited service between the band lands and Pemberton and internally within the village. Use of other transportation providers in the area is also being considered for the Pemberton Valley Whistler corridor. The plan is currently with the regional district for consideration.

Chilliwack Municipal Transit Plan 1999-2017

A comprehensive long-range transit plan was undertaken for the City of Chilliwack, covering the years 1999-2017. The plan provided short-term recommendations for transit service improvements, as well as detailed medium-term and conceptual long-term proposals. The medium and long-term proposals are broken down into standard, moderate and aggressive growth options to provide the city with a range of possibilities to fit with their long-term goals. The plan has been provided to municipal staff and will be presented to City Council early in the next fiscal year.

Celebration of 100 Years of Transit Service in Nelson

On December 27, 1999, Nelson celebrated 100 years of transit service. All Nelson households received postcard greetings and school children produced

interior buscards to depict the history of transit in Nelson. As a reminder of the city's 100 years of public transit service, a heritage-style bus, modeled after an old-fashioned trolley bus, was purchased by the City of Nelson and put into regular transit service.



**NELSON CELEBRATES
100 YEARS OF TRANSIT**

Also in honour of the 100-year anniversary, Transit '99, was held in Nelson in October. This annual workshop is a gathering of transit professionals and municipal and provincial decision makers to discuss Municipal Systems Program issues.

As part of Transit '99, the BC Transit Board of Directors continued its annual tradition of touring a select number of communities to meet with municipal politicians and municipal and operating company staff to discuss transit issues. The 1999 tour consisted of visits to Nelson, the Trail area and Castlegar.

Development of Whistler Transit Local Identity

Whistler Transit is the first municipal transit system to incorporate local identity onto public transit, that is, the use of individual colour schemes and designs specific to the community.



The design process was directed by the Whistler Transit Committee, with guidelines provided by City Council and BC Transit. One aspect of the identity is Whistler Resort Municipality's "the wave" logo; the other is the mountainscape design that was selected from several design options.

New Scheduling Software Installed

New scheduling software - PASSLite™ providing enhanced performance, tracking, reporting and scheduling support was installed in the custom transit systems in Chilliwack, Kelowna, Kamloops and Alberni-Clayoquot.

DARTS ARRIVE
IN WHISTLER



Introduction of Dennis Dart

Mid-Size Buses

In 1999, 51 fully accessible, mid-size Dennis Dart buses arrived from England, destined for the BC Transit Municipal Systems fleet, either as replacement vehicles or to provide for expansion of service.

The Dennis Darts are 30 feet long and 8 feet wide, which makes them more compact and more manoeuvrable than the 40-foot-long, 8-foot-6-inch-wide low floor buses standard in North America. They are also quieter and much lighter, making them ideal for smaller communities and less intrusive in residential areas. Significant fuel consumption efficiency and reduction in emissions have been achieved because of the lower weight and smaller engine size.

The vehicles went to Campbell River, Comox Valley, Cowichan Valley, Dawson Creek, Fort St. John, Kamloops, the Kelowna Region, Kitimat, Kootenay Boundary, Powell River, Prince George, Prince Rupert, Squamish, the Vernon Region and Whistler.



DART IN SERVICE
IN KOOTENAY BOUNDARY

Introduction of Accessible Transit

The arrival of the Dennis Dart buses in Dawson Creek, Fort St. John, Kitimat, Kootenay Boundary, Prince Rupert, Squamish, the Vernon Region and Whistler also marked the introduction of accessible, low floor transit to these communities. Like the Canadian-made low floor New Flyer buses, the Dennis Darts feature easy boarding and quick wheelchair and scooter access through use of a ramp that deploys in seconds. In total, 21 of the 23 conventional transit systems now have low floor, accessible buses.

Request for Proposal Process for Kamloops and the Kelowna Region Systems

A Request for Proposal (RFP) process to select operating companies was held in Kamloops and the Kelowna Region, and contracts were awarded to begin April 1, 2000. The goal of the RFP process is to select companies that will provide high quality customer focussed transit service at reasonable costs.

Extensive Market Research Project Undertaken

In seven communities - Campbell River, Central Fraser Valley, Comox Valley, the Kelowna Region, the Nanaimo Region, Penticton, and Prince George - the field work for an extensive market research project was initiated. Surveyors interviewed 300 transit riders and non-riders by telephone in each community, met with and spoke to two or three representatives from a variety of interest groups in each community (e.g., seniors, low-income, students, business), and conducted three focus groups (in Central Fraser Valley, Comox Valley and Prince George) with transit operators. The research was conducted to ensure that BC Transit is responsive to market and community needs. The final report is expected to be completed in the new fiscal year and will be distributed to municipal and operating company contacts.

Municipal Systems Join Canadian Urban Transit Association



BC Transit reached an agreement with the Canadian Urban Transit Association (CUTA) to provide membership services for 23 conventional transit systems and the 7 largest custom transit systems in the Municipal Systems Program, in exchange for a single fixed annual membership fee. CUTA is the national association for the transit industry in Canada. It provides information, training and conferences for its members and, more recently, has taken on a stronger advocacy role for transit at the national level.



Environmental Initiatives

Support of Local Transportation Initiatives

As some of the communities within the Municipal Systems Program become larger, the local transportation issues become more complex. These include not only the issue of transit providing a sustainable alternative to single-occupancy commuter vehicles, but also the need for cycling, carpooling and pedestrian choices and support for the integration of transportation and land use planning.

In the Kelowna Region, BC Transit continued to provide support to the city's Transportation Demand Management process in developing strategies to reduce the number of vehicles on regional roads. In Kamloops, BC Transit continued to support the Travel Smart program in developing an integrated land use and transportation strategy. In both cities, BC Transit works closely with the municipality to integrate transit planning with strategic land use and community planning.

Travel Options™ Program for Employers

BC Transit, with funding from Environment Canada, developed a Travel Options™ program to help companies reduce the number of single occupancy vehicles travelling to their worksites. The program consists of both training sessions and an information website at www.bctransit.com

Training sessions were held in Victoria, Central Fraser Valley, the Kelowna Region, the Nanaimo Region, Nelson and Whistler. The website will continue to expand in 2000/01, with plans to further develop information on individual systems and interactive schedules. This grown-in-B.C. program will also be extended to 10 communities across Canada.



Off-Ramp Program in Secondary Schools

The Off-Ramp program was created to provide education on transportation issues for secondary

students. The training program was developed to fit into existing curriculum in

secondary schools, raising students' recognition of the link between personal driving habits and environmental impacts such as traffic congestion, air quality and climate change.

Funding partners include BC Transit, Better Environmentally Sound Transportation, Climate Change Public Outreach Fund, Insurance Corporation of BC and VanCity Credit Union. The first phase was launched by identifying seven schools to participate, two in Victoria and five in the Lower Mainland. A manual was developed to provide students with a step-by-step guide to achieve desired results in their schools by June 2000.

Environmental Upgrading at Victoria Transit Facility

Over the past year, environmental upgrading at the Gorge Road Victoria Transit Centre, built in the 1940s, has focussed on four areas: storage of hazardous materials, completion of the yard drainage intercept system, completion of the installation of the oily water treatment equipment, and completion of an environmental protection manual and related staff training.

Site Surveys at Municipal Systems Transit Facilities

BC Transit, besides owning the two transit operations centres in Victoria, also directly owns or leases seven other facilities which are then sub-leased to the contract transit operators. These include operating centres in Campbell River, Vernon, Whistler, Kelowna, Trail, and Kamloops, and the Victoria handyDART centre.

Environmental site surveys began at the two largest maintenance facilities - Kelowna and Kamloops. Results of this work will be instrumental in developing the environmental guideline and procedures manual for contract operators occupying BC Transit owned and leased facilities. The manual is scheduled to be completed later in 2000.

Other Partnerships

Prince George Student Transportation Study

A study was commissioned by the Ministry of Education and BC Transit to look at opportunities for integration of school district busing services and public transit. Though the main objective of the study was to provide better overall busing services for the student population, the impetus of the study was the fact that in many communities across the province there is overlap between the two publicly funded systems.

The City of Prince George/School District 57 was chosen as the case study for the project. A steering committee, comprised of staff from BC Transit, the Ministry of Education, the City of Prince George and School District 57, was struck to oversee the project. Specific findings focusing on Prince George were published but some of the broader approaches around cooperative service planning, integrated facilities and vehicle purchasing will be the subject of a more general assessment in the next fiscal year.

McGruff Safe House Program

The McGruff Safe House Program began in 1986 when Victoria City Police and BC Transit staff joined forces to offer a safe place for children. (McGruff the Crime Dog is a symbol of the National Crime Prevention Council in Washington,



DC.) The program is similar to the well known Block Parent Program in that a McGruff decal is placed on each bus designating the bus as a McGruff Safe House. All buses in Victoria are radio-equipped to contact police, ambulance, and other emergency services.

An elementary school program is offered by BC Transit to inform primary level students of this program.

In the Municipal Systems Program, transit systems have joined with the local police force to offer a safe haven for anyone who is in difficulty. During the 1999-2000 operating year, the following communities joined the McGruff program: Comox Valley, Dawson Creek, the Kelowna Region, Nelson, North Okanagan, Penticton, Powell River, and Whistler. The total number of McGruff communities is now 21, with additional communities expressing an interest in adopting this safety program.

Bike Racks Installed on all Low Floor Buses in Victoria

In 1997, bike racks were installed on 61 low floor buses serving Victoria's suburban routes. In 1999, an agreement was reached with Obie Media, the company handling advertising sales for the Victoria Regional Transit System, to provide a \$20,000 contribution to cover half the cost of the purchase and installation of bike racks on the remaining 44 low floor buses. Bike racks will be installed on all buses delivered in the future.



BIKE RACKS IN SERVICE

Greenways Bus Passes

In partnership with the Provincial Capital Commission, BC Transit marketing staff developed a new "Treks by Transit" bus pass series. Monthly bus passes in Victoria for the year 2000 feature local Greenways that are accessible by bus. Greenways are public footpaths through woods and across fields that link parks or public green spaces. They form a dynamic network that enhances the recreational opportunities and natural habitats of Victoria's communities. Each month the onboard publication, the BUZZER, features the Greenway of the month and how it can be accessed by transit.



Performance Report

Performance & Financial Summary

Victoria Regional Transit System

The Victoria Regional Transit System carried 18.4 million passengers, up by 7.5% from the previous year. A total of 224,000 handyDART passengers were carried, a 3% increase over the previous year and a further 36,000 rides by taxi, for a total of 260,000 custom passengers.

Service hours delivered increased 7.0 % over the previous year with growth primarily in the suburbs and to UVic. Passengers per service hour increased as post secondary student ridership improved following the highly successful introduction of the U-Pass program in September 1999.

Operating cost per service hour and operating cost per revenue passenger were under target for the conventional bus system as a result of lower operating costs and higher than targeted ridership. Custom performance levels were below target due to a greater increase in suburban demand, requiring longer trips.

The following table give the performance indicators for both the conventional and custom service in the Victoria region:

CONVENTIONAL

	96/97	97/98	98/99	99/00	99/00
				Actual	Target
REVENUE PASSENGERS (MILLIONS)	17.3	17.7	17.1*	18.4	17.9
REVENUE PASSENGERS PER SERVICE HOUR	33.2	32.1	30.5*	30.7	29.6
SERVICE HOURS (THOUSANDS)	521.70	550.73	559.13*	598.06	606.00
OPERATING COST PER SERVICE HOUR	\$67.88	\$66.91	\$70.23*	\$70.25	\$70.52
OPERATING COST PER REVENUE PASSENGER	\$2.04	\$2.09	\$2.30*	\$2.29	\$2.38

* eight day strike March 1999

CUSTOM

	96/97	97/98	98/99	99/00	99/00
				Actual	Target
REVENUE PASSENGERS (MILLIONS)	.22	.24	.25	.26	.30
REVENUE PASSENGERS PER SERVICE HOUR	3.3	3.4	3.2	3.1	3.7
SERVICE HOURS (THOUSANDS)	65.9	71.4	79.0	85.0	80.9
OPERATING COST PER SERVICE HOUR	\$41.62	\$42.26	\$41.93	\$43.25	\$45.54
OPERATING COST PER REVENUE PASSENGER	\$12.59	\$12.54	\$13.11	\$14.13	\$12.44

1999/00 Funding Sources - \$50.69 Million

Expenditures for the Victoria Regional System totalled \$50.69 million for the year ended March 31, 2000. Operating costs made up \$45.69 million (90.1 per cent) of the total expenditures; the local share of debt servicing costs for assets in service made up the remaining \$ 5.00 million (9.9 per cent) of the 1999/00 expenditures.

Operating revenue (primarily passenger fares) provided \$ 20.64 million (40.7 per cent) of the total funding. Direct Provincial Government contributions provided \$15.64 million (30.9 per cent) of the total funding and the remainder was raised by the Victoria Regional Transit Commission using its available tax sources. These tax sources include a 2.5 cent/litre fuel tax and a general property tax. Interest earned on the Local Transit Fund balance over the course of the year also contributed to the regional transit Fund.

Municipal Systems Program

The tables on the following page present key performance indicators for the conventional transit and custom and paratransit in the Municipal Systems Program.

Municipal Systems carried 13.5 million revenue passengers, which is an increase of 8.9% from the previous year. This was achieved with an increase of only 3.5% in service hours. The combined effect resulted in a revenue passengers per service hour ratio improvement of 4.9% over 1998/99. Service hours delivered were lower than planned (target) due to decisions in some municipalities to cancel planned expansions.

Operating cost per service hour for conventional service is slightly unfavourable due to new facilities and vehicle financing arrangements using leases (an operating cost) instead of the debt financing assumed in the original budget.

Operating cost per revenue passenger is favourable to target and below the previous year as a result of strong ridership growth.

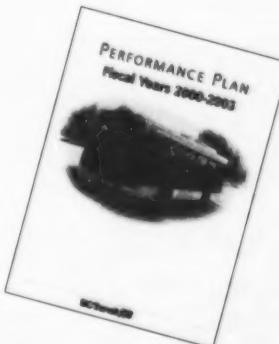
CONVENTIONAL	96/97	97/98	98/99	99/00	99/00
				Actual	Target
REVENUE PASSENGERS (MILLIONS)	10.7	11.5	12.4	13.5	13.1
REVENUE PASSENGERS PER SERVICE HOUR	20.2	20.1	20.6	21.6	19.6
SERVICE HOURS (THOUSANDS)	528.37	571.13	604.00	625.26	666.08
OPERATING COST PER SERVICE HOUR	\$59.83	\$60.03	\$59.95	\$61.38	\$60.63
OPERATING COST PER REVENUE PASSENGER	\$2.97	\$2.99	\$2.92	\$2.84	\$3.09

CUSTOM/PARATRANSIT	96/97	97/98	98/99	99/00	99/00
				Actual	Target
REVENUE PASSENGERS (MILLIONS)	.83	.89	.94	1.01	1.08
VAN PASSENGERS PER HOUR	4.0	4.0	4.1	4.2	4.0
SERVICE HOURS (THOUSANDS)	188.9	200.1	208.8	215.5	229.2
OPERATING COST PER SERVICE HOUR(VAN)	\$39.76	\$40.83	\$41.97	\$43.75	\$42.10
OPERATING COST PER REVENUE PASSENGER	\$9.48	\$9.71	\$9.84	\$9.92	\$9.67

1999/00 Funding Sources - \$52.84 Million

Expenditures for the Municipal Systems Program totalled \$52.84 million for the year ended March 31, 2000. Operating costs made up \$48.41 million (91.6 per cent) of the total expenditures; local share of debt servicing costs for assets in service made up the remaining \$4.42 million (8.4 per cent) of the 1999/00 expenditures.

Direct Provincial Government contributions provided \$24.27 million (45.9 per cent) of the total funding. Individual communities in the Program raised the remainder from their municipal property tax sources and operating revenue (primarily passenger fares).



Financial Statements

Audited Financial Statements of
BRITISH COLUMBIA TRANSIT
Year ended March 31, 2000

REPORT OF MANAGEMENT

YEAR ENDED MARCH 31, 2000

The financial statements of British Columbia Transit ("BC Transit") have been prepared by management in accordance with accounting principles which are appropriate for the company and generally accepted in Canada. A precise determination of many assets and liabilities is dependent upon future events and consequently, the preparation of periodic financial statements necessarily involves the use of management's judgment in establishing the estimates and approximations used. The financial statements have, in management's opinion, been properly prepared within the framework of the accounting policies summarized in the notes to the financial statements.

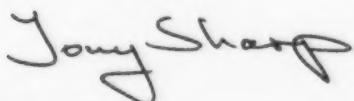
BC Transit's system of internal controls is designed to provide reasonable assurance that assets are safeguarded, transactions are properly recorded and executed in accordance with management's authorization, financial information is reliable and ethics codes are observed. Inherent to the concept of reasonable assurance is the recognition that there are limits in all internal control systems and that system costs should not exceed the expected benefits. The system includes the selection, training and development of qualified personnel, organizational division of responsibilities, appropriate delegation of authority and formal written company policies and procedures including the conflict of interest policy of all BC Transit officers and employees. The Board of Directors meets regularly with management and the external auditors to satisfy itself that the company's systems of internal control is adequate.

Management is responsible for all of the information in this Annual Report. Financial information presented elsewhere in this Annual Report is consistent with that in the financial statements.



R.H. Irwin

President and Chief Executive Officer



Tony Sharp, CA

Vice President, Finance & Administration
& Chief Financial Officer

AUDITORS' REPORT

To the Members of the Board of Directors of
British Columbia Transit

We have audited the balance sheet of British Columbia Transit as at March 31, 2000 and the statements of revenue and expenditures and accumulated surplus, contributed surplus, cash flows and changes in Victoria regional transit fund for the year then ended. These financial statements are the responsibility of the company's management. Our responsibility is to express an opinion on these financial statements based on our audit.

We conducted our audit in accordance with Canadian generally accepted auditing standards. Those standards require that we plan and perform an audit to obtain reasonable assurance whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation.

In our opinion, these financial statements present fairly, in all material respects, the financial position of the company as at March 31, 2000 and the results of its operations and its cash flows for the year then ended in accordance with Canadian generally accepted accounting principles.

The logo for KPMG LLP, featuring the letters 'KPMG' in a bold, italicized serif font, with 'LLP' in a smaller, regular serif font to the right.

Chartered Accountants

Victoria, Canada

May 29, 2000

BALANCE SHEET

MARCH 31, 2000, WITH COMPARATIVE FIGURES FOR 1999 (\$'000)

	2000	1999
ASSETS		
CURRENT ASSETS:		
Cash and short-term investments	\$ 18,576	\$ —
Accounts receivable:		
Province of British Columbia	2,557	8,347
Municipalities	4,989	5,762
Trade and other	3,168	2,964
Parts inventory	2,645	1,817
Prepaid expenditures	955	835
	32,890	19,725
Debt sinking funds (note 3)	10,832	9,365
Deposits on capital projects in progress (note 4)	10,343	4,800
Capital assets (note 4)	121,479	110,818
Capital assets under lease (note 5)	1,002,488	1,017,893
Investment in BC Transit Captive Insurance Company Inc.	20	20
	\$1,178,052	\$ 1,162,621
LIABILITIES AND EQUITY		
CURRENT LIABILITIES:		
Bank indebtedness	\$ —	\$ 572
Accounts payable and accrued liabilities	17,439	13,461
Notes payable (note 6)	36,847	12,499
Current portion of long-term debt	3,236	6,863
Current portion of obligations under capital leases	11	—
	57,533	33,395
Long-term debt (note 7)	48,724	50,109
Obligations under capital leases (note 8)	282	—
Deferred capital contributions:		
Capital assets	55,343	47,527
Capital assets under lease	929,678	945,083
	1,091,560	1,076,114
EQUITY		
Contributed surplus	84,595	84,610
Accumulated surplus	1,897	1,897
	86,492	86,507
Commitments (note 11)		
	\$1,178,052	\$ 1,162,621

See accompanying notes to financial statements.

Approved on behalf of the Board:

George Chen, Chair of BC Transit:



Judy Brownoff, Director:



**STATEMENT OF REVENUE AND EXPENDITURES AND
ACCUMULATED SURPLUS**

YEAR ENDED MARCH 31, 2000, WITH COMPARATIVE FIGURES FOR 1999 (\$000)

	2000	1999
Revenue:		
Operations	\$ 34,580	\$ 32,204
Investments	699	468
	<u>35,279</u>	<u>32,672</u>
Expenditures:		
Operations and maintenance	76,726	71,991
Administration	15,954	15,641
Interest on long-term debt	3,453	8,068
Other interest	167	156
Amortization of capital assets	6,004	5,613
Property leases and taxes	1,226	1,051
	<u>103,530</u>	<u>102,520</u>
Recoveries:		
Contributions from the Province of British Columbia	39,903	43,131
Contributions from municipalities - Victoria	13,850	13,250
Contributions from municipalities - other municipalities	11,442	13,452
Amortization of deferred capital contributions - capital assets	3,109	—
Amortization of contributed surplus to offset amortization charged on contributed assets	15	15
	<u>68,319</u>	<u>69,848</u>
Net revenue from continuing transit operations	68	—
Other:		
Amortization of capital assets under lease	(15,405)	—
Amortization of deferred capital contributions - capital assets under lease	15,405	—
Net results of operations transferred to Greater Vancouver Transportation Authority (note 10)	—	(2,970)
Loss on disposal of capital assets	(68)	(2,801)
Net revenue from insurance operations	—	539
	<u>(68)</u>	<u>(5,232)</u>
Net revenue (expenditures) for the year	—	(5,232)
Accumulated surplus, beginning of year	1,897	18,141
Surplus transferred to Greater Vancouver Transportation Authority	—	(512)
Accumulated surplus of BC Transit Captive Insurance Company Inc.	—	(10,500)
ACCUMULATED SURPLUS, END OF YEAR	\$ 1,897	\$ 1,897

See accompanying notes to financial statements.

STATEMENT OF CONTRIBUTED SURPLUS

YEAR ENDED MARCH 31, 2000, WITH COMPARATIVE FIGURES FOR 1999 (\$000)

	2000	1999
Balance, beginning of year	\$ 84,610	\$ 167,008
Amount transferred to statement of revenue and expenditures and accumulated surplus to offset amortization charged on contributed assets	(15)	(3,720)
Reduction on disposition of contributed assets	—	(1,461)
Amortization of contributed inventory	—	(500)
	84,595	161,327
Contributed surplus allocated and transferred to Greater Vancouver Transportation Authority	—	(76,717)
BALANCE, END OF YEAR	\$ 84,595	\$ 84,610

See accompanying notes to financial statements.

STATEMENT OF CASH FLOWS

YEAR ENDED MARCH 31, 2000, WITH COMPARATIVE FIGURES FOR 1999 (\$000)

	2000	1999
CASH PROVIDED BY (USED FOR):		
OPERATIONS:		
Net revenue (expenditures) for the year	\$ —	\$ (5,232)
Items not involving cash:		
Amortization of capital assets	6,004	85,441
Amortization of capital assets under lease	15,405	—
Amortization of deferred capital contributions	(18,514)	—
Amortization of bond discount	—	602
Amortization of contributed surplus	(15)	(3,720)
Loss on disposal of capital assets	68	2,801
Net change in non-cash operating working capital	9,389	(6,694)
	12,337	73,198
INVESTING:		
Deposit on capital projects in progress	(5,543)	6,161
MFA debt reserve deposits	—	(9,377)
Changes in accounts payable of capital projects	—	(266)
Short-term investments	—	(889)
Long-term investments	—	1,825
Proceeds from sale of capital assets	179	5,569
Additions to capital assets	(16,912)	(60,573)
	(22,276)	(57,550)
FINANCING:		
Increase (decrease) in capital leases	293	(19,033)
Increase in notes payable	24,348	128,562
Decrease in long-term debt	(5,012)	(65,000)
Increase in debt sinking funds	(1,467)	(61,367)
Increase in deferred capital contributions	10,925	—
	29,087	(16,838)
INCREASE (DECREASE) IN CASH	19,148	(1,190)
Cash, beginning of year	(572)	7,235
Cash transferred to Greater Vancouver Transportation Authority	—	(6,617)
CASH (BANK INDEBTEDNESS), END OF YEAR	\$ 18,576	\$ (572)

See accompanying notes to financial statements.

STATEMENT OF CHANGES IN VICTORIA REGIONAL TRANSIT FUND

YEAR ENDED MARCH 31, 2000, WITH COMPARATIVE FIGURES FOR 1999 (\$000)

	2000	1999
FUND BALANCE, BEGINNING OF YEAR	\$ 2,327	\$ 2,238
Revenue:		
Gas tax	7,810	7,768
Property tax	5,484	5,384
Interest earned	132	187
	13,426	13,339
	15,753	15,577
Contributions	(13,850)	(13,250)
FUND BALANCE, END OF YEAR	\$ 1,903	\$ 2,327
FUND BALANCE REPRESENTED BY:		
Cash and short-term investments	\$ 1,903	\$ 2,931
Accounts receivable - Province of British Columbia	—	718
Payable to BC Transit	—	(1,322)
	\$ 1,903	\$ 2,327

See accompanying notes to financial statements.

NOTES TO FINANCIAL STATEMENTS
YEAR ENDED MARCH 31, 2000 (TABULAR AMOUNTS IN \$000's)

1. Purpose:

British Columbia Transit ("BC Transit") was established under the British Columbia Transit Act, as amended in 1998, to operate the urban transit systems in the Province of British Columbia. In 2000, BC Transit recovered 48.42% (1999 - 44.75%) of its expenditures from the Province of British Columbia with the balance from transit operations and municipalities.

In June 1998, the Greater Vancouver Transportation Authority ("GVTA") was established under the Greater Vancouver Transportation Authority Act. The GVTA is responsible for the planning, funding, management and operation of an integrated regional transportation system for the Greater Vancouver Regional District. Effective March 31, 1999, the Greater Vancouver operation of BC Transit and the operations of BC Rapid Transit Company Ltd. ("BCRTC") and West Coast Express Ltd. ("WCE") were transferred to the GVTA. On March 31, 1999 all assets and liabilities of BC Transit that were located in the Greater Vancouver transportation service region or are associated with the provision of transportation services in that region, except those specified in Section 38(8)(a) of the Act, became the assets and liabilities of the GVTA. All the shares of the BCRTC and WCE that were held by the Province of British Columbia were also transferred to the GVTA on March 31, 1999.

In conjunction, effective March 31, 1999, 90% of BC Transit's investment in BC Transit Captive Insurance Company Inc. was transferred to the GVTA.

In accordance with the Victoria Regional Transit Commission regulations, BC Transit is responsible for the administration of all funds raised by certain tax levies. The financial position and changes during the year in the funds are set out in the statement of changes in Victoria regional transit funds.

2. Summary of significant accounting policies:

The accompanying financial statements are prepared in accordance with generally accepted accounting principles appropriate for BC Transit. The significant accounting policies are set out hereunder:

(a) Basis of presentation:

Effective April 1, 2000, BC Transit's financial statements have been prepared on a non-consolidated basis as the company no longer owns any subsidiary companies.

The statement of revenue and expenditures and accumulated surplus for 1999 has been reclassified to present the net results of operations transferred to GVTA separately from the continuing operations of BC Transit.

(b) Parts inventory:

Parts inventory is valued at the lower of average cost or replacement value.

NOTES TO FINANCIAL STATEMENTS

YEAR ENDED MARCH 31, 2000 (TABULAR AMOUNTS IN \$000's)

2. Summary of significant accounting policies (continued):

(c) Debt sinking funds:

Debt sinking funds, consisting of pooled investment portfolios and provincial government and Crown corporation bonds, are recorded at the lower of amortized cost or market, with any premium or discount on purchase being amortized over the term to maturity of each investment.

(d) Capital assets:

- (i) All capital assets, except those noted in (ii), (iii) and (iv), are recorded at cost, including capitalized interest as described in note 2(f).
- (ii) Capital assets transferred from the Province of British Columbia are recorded at their appraised value. These appraisals were carried out at various dates between June 30, 1979 and August 18, 1987.
- (iii) Capital assets acquired from BC Hydro are recorded at their appraised value. These appraisals were carried out at various dates between March 1, 1980 and April 1, 1982.
- (iv) Amortization is provided on the basis that results in a matching of these charges with BC Transit's statutory power to recover the cost of the related assets. Contributed assets are not subject to recovery and are amortized over their estimated useful lives. All assets are amortized by the sinking fund method over a period not exceeding their estimated remaining useful lives. Land is not subject to amortization. The assessment of net recoverable amounts is determined by applying the applicable deferred capital contributions to capital costs.

(e) Investment in BC Transit Captive Insurance Company Inc.:

BC Transit's 10% interest in BC Transit Captive Insurance Company Inc. is reflected on the cost basis of accounting.

(f) Capitalization of interest:

Interest incurred in connection with capital acquisitions from the date of advance of funds until the assets are placed in service for transit purposes is capitalized. Interest of \$5 million (1999 - \$2.1 million) was capitalized during the year ended March 31, 2000.

(g) Amortization of bond discounts:

Bond discounts are amortized on a straight-line basis over the term of the debt.

(h) Amortization of contributed surplus:

Contributed surplus (appraisal increase credits) is being amortized and reflected in net revenue at an amount equal to the depreciation charged on those assets for which BC Transit does not have statutory power to obtain full recovery from operations.

NOTES TO FINANCIAL STATEMENTS

YEAR ENDED MARCH 31, 2000 (TABULAR AMOUNTS IN \$000's)

2. Summary of significant accounting policies (continued):

(i) Deferred capital contributions:

Deferred capital contributions include the unamortized portions of capital asset contributions. Loans for capital projects are provided by prepaid capital advances from the Province. These prepaid capital advances are recorded by BC Transit as deferred capital contributions and are recognized in the statement of revenue and expenditures and accumulated surplus on the same basis as the related assets are amortized. This matches the amortization of the deferred capital contributions with the expenditures incurred through amortization of the capital assets acquired with the funds.

(j) Use of estimates:

The preparation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenue and expenditures during the reported period.

Significant areas requiring the use of management estimates relate to the determination of amortization, accounts payable and accrued liabilities. Actual results could differ from the estimates. Adjustments, if any, are reflected in operations in the period of settlement.

3. Debt sinking funds:

Investments held in the sinking funds, including interest earned, are used to repay the related debt at maturity.

4. Capital assets:

	Carrying value	Accumulated amortization	2000 Net	1999 Net
Land	\$ 6,087	\$ —	\$ 6,087	\$ 6,087
Land improvements	1,635	580	1,055	988
Buildings	19,671	3,325	16,346	16,338
Revenue vehicles	126,156	34,244	91,912	81,667
Revenue vehicles under capital leases	294	1	293	—
Equipment	4,428	3,073	1,355	1,437
Capital projects in progress	4,431	—	4,431	4,301
	\$ 162,702	\$ 41,223	\$ 121,479	\$ 110,818

NOTES TO FINANCIAL STATEMENTS

YEAR ENDED MARCH 31, 2000 (TABULAR AMOUNTS IN \$000's)

4. Capital assets (continued):

At March 31, 2000, a capital expenditure limit of \$22.2 million was committed for capital projects in progress and BC Transit received funding totaling \$10.3 million for approved capital projects in progress which is being held in pooled investment portfolios. These funds will be expended as payments come due during the 2000/2001 fiscal year.

5. Capital assets under lease:

These assets consist of land, land improvements, stations, guideways and other assets related to the SkyTrain system and West Coast Express utilized within the related TransLink system. These assets are subject to a proposed lease arrangement which is expected to be completed subsequent to year end with GVTA. The lease is to be for a period of 10 years at a rental of \$1 per year. The proposed lease provides GVTA with the exclusive right to administer these assets throughout the lease term.

Cost information of these assets is as follows:

	Carrying value	Accumulated amortization	2000 Net	1999 Net
SkyTrain	\$ 1,212,251	\$ 332,562	\$ 879,689	\$ 892,741
West Coast Express	128,850	6,051	122,799	125,152
	\$ 1,341,101	\$ 338,613	\$ 1,002,488	\$ 1,017,893

6. Notes payable:

	2000	1999
Commercial paper with the Province of British Columbia, 4.99% (1999 - 3.01%) weighted average interest rate	\$ 36,847	\$ 12,499

NOTES TO FINANCIAL STATEMENTS

YEAR ENDED MARCH 31, 2000 (TABULAR AMOUNTS IN \$000's)

7. Long-term debt - BC Transit:

	2000	1999
Sinking fund bonds, weighted average interest rate of 8.22% (1999 - 9.91%), maturing at various dates from 2000 to 2020, amortized from 4 to 20 years	\$ 24,730	\$ 22,900
Medium term notes, weighted average interest rate of 4.85% (1999 - 4.85%), maturing in 2001, amortized for 3 years	4,118	4,118
Sinking fund bonds under interest rate and currency conversion agreements, effective weighted average interest rate of 6.07% (1999 - 6.29%), maturing at various dates from 2003 to 2010, amortized from 4 to 12 years	23,307	30,171
	52,155	57,189
Less unamortized bond discount	195	217
	51,960	56,972
Less current portion	3,236	6,863
	\$ 48,724	\$ 50,109

Sinking fund payments due in each of the next five years are approximately as follows:

2001	\$ 1,010
2002	870
2003	870
2004	818
2005	609

Supplemental cash flow information:

During the year BC Transit paid interest of \$5.4 million on long-term debt and notes payable.

NOTES TO FINANCIAL STATEMENTS

YEAR ENDED MARCH 31, 2000 (TABULAR AMOUNTS IN \$000's)

8. Obligations under capital leases:

BC Transit leases equipment under leases which are classified as capital leases.

The future minimum annual lease payments are as follows:

2001	\$ 34
2002	34
2003	34
2004	34
2005	34
<u>Thereafter</u>	<u>338</u>
	508
Less amount representing interest	215
Present value of capital lease obligations	293
Less current portion	(11)
	<u>\$ 282</u>

Interest incurred during the year with respect to the above included in other interest expenditures amounted to \$4,000 (1999 - \$nil).

9. Pension liability:

BC Transit and its employees contribute to the Public Service Pension Plan together with other public service employers in accordance with the Pension (Public Service) Act. The British Columbia Pension Corporation administers the Plan, including the payment of pension benefits, on behalf of the employers and the employees to whom the Act applies. Details of the Plan are provided in the Public Accounts of British Columbia. The long-term funding of the Plan is based on the level contribution method. Using this method, employer contribution rates are set so that in combination with member contributions, they will fully pay for benefits earned by the typical new entrants to the Plan and will maintain the Plan's unfunded accrual liability (UAL) for funding purposes as a constant percentage of employer payroll. The actuary does not attribute portions of the UAL to individual employers. Contributions to the Plan are expensed in the year when payments are made.

The Public Service Pension Plan has more than 57,000 active contributors from 28 employers. The actuarial valuation report for March 31, 1999 disclosed an actuarial surplus in the Plan. The next valuation will be undertaken as at March 31, 2002.

NOTES TO FINANCIAL STATEMENTS
YEAR ENDED MARCH 31, 2000 (TABULAR AMOUNTS IN \$000's)

10. Comparative figures:

(a) Greater Vancouver Transportation Authority:

The comparative figures for 1999 on the statement of revenue and expenditures and accumulated surplus have been reclassified to present on a one-line basis the net results of operations transferred March 31, 1999 to the GVTA as described in note 1 as follows:

Revenue:

Operations	\$ 175,528
Investments	44,150
	219,678

Expenditures:

Operations, maintenance and administration	356,659
Amortization	79,828
Interest on long-term debt	136,959
Other	28,465
	601,911

Recoveries:

Contributions from Province of British Columbia	217,556
Contributions from municipalities – Vancouver	126,438
Provincial grant – debt servicing assistance	31,564
Amortization of contributed surplus to offset depreciation charged on contributed assets	3,705
	379,263

Net results of operations transferred to the GVTA	\$ (2,970)
--	-------------------

(b) Certain 1999 comparative figures have been reclassified to conform to the financial statement presentation adopted for the current year.

NOTES TO FINANCIAL STATEMENTS

YEAR ENDED MARCH 31, 2000 (TABULAR AMOUNTS IN \$000's)

11. Commitments:

Operating lease payments:

BC Transit has entered into operating lease agreements for 31 lowfloor buses for use in Victoria and the Municipal Systems.

The future minimum operating lease payments are as follows:

2001	\$ 987
2002	987
2003	987
2004	915
2005	374

These expenditures will be recovered from provincial and municipal sources pursuant to cost sharing agreements.

For further information about BC Transit
contact our **head office**:

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**This Annual Report is available
on the BC Transit website.**

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Executive Management

Bob Irwin, President and CEO

Ron Drolet, vice-president, planning and marketing and corporate secretary

Tony Sharp, vice-president, finance and administration and chief financial officer

Susanne Fossey, vice-president, human resources

John King, vice-president, operations and maintenance

Dale Lapointe, vice-president, fleet and facilities

Steve New, vice-president, municipal systems program

Transit Systems Map of Province

VICTORIA REGIONAL TRANSIT SYSTEM
Conventional Transit
Custom Transit

CONVENTIONAL TRANSIT SYSTEMS (23)

Campbell River
Central Fraser Valley
Chilliwack
Comox Valley
Cowichan Valley
Dawson Creek
Fort St. John
Kamloops
Kelowna Regional
Kitimat
Kootenay Boundary
Nanaimo Regional
Nelson
Penticton
Port Alberni
Powell River
Prince George
Prince Rupert
Squamish
Sunshine Coast
Terrace Regional
Vernon/Coldstream
Whistler

PARATRANSIT SYSTEMS (32)

Agassiz-Harrison
Boundary
Castlegar Regional
Clearwater & Area
Comox Valley
Cowichan Valley
Cranbrook
Creston Valley
Fort St. John
Hazelton's Regional
Kaslo
Kimberley
Nakusp
Nelson and Area
Nelson-Playmor
North Okanagan
Okanagan-Similkameen
100 Mile House
Osoyoos
Port Edward
Powell River
Princeton & Area
Quesnel & Area
Revelstoke
Shuswap Regional
Smithers & Area
Squamish
Sumnerland
Sunshine Coast
Terrace Regional
Williams Lake

CUSTOM TRANSIT SYSTEMS (13)

Alberni-Clayoquot
Campbell River
Central Fraser Valley
Chilliwack
Kamloops
Kelowna Regional
Kitimat
Kootenay Boundary
Nanaimo Regional
Penticton
Prince George
Prince Rupert
Vernon Regional



Victoria	diesel buses	212
Municipal Systems	diesel buses	263
	includes 11 minibuses	
handyDART	Victoria	35
Custom and Paratransit	Municipal Systems	138

BC Transit's Mission

To excel in the provision of safe, reliable, cost-efficient and market-focused public transportation systems that support the social, economic and environmental goals of the customers and communities we serve.

Vision

Supporting provincial objectives in the areas of regional growth management, environmental quality, economic development, and social equity.

Increasing personal mobility so that more people can contribute to, and participate in, the economic and social life of the larger community.

Reducing dependence on the private automobile and thereby contributing to improved air quality, reduced urban sprawl and lower levels of traffic congestion.

Maximizing services within the funding constraints of municipal and provincial governments.